THE PROGRESSIVE FARMER.

THE INDUSTRIAL AND EDUCATIONAL INTERESTS OF OUR PEOPLE PARAMOUNT TO ALL OTHER CONSIDERATIONS OF STATE POLICY.

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EDITORIAL SUGGESTIONS.

The *American Agriculturist* suggests that large stones on the farm be buried to get them out of the way in cultivated land That can be done, or they can be broken with powder.

A cheap, and at the same time good, condition powder for horses is made by mixing three ounces of sulphate of iron and two ounces of pulverized sugar. This is enough for 12 doses, to be given each night and morning with the feed.

Grass cut at the proper time and cured instead of dried, makes hay heavier in weight, brighter in color, better in quality and higher in market value. This is very old, but it will not be stale as long as a great quantity of sun burned, bleached, dead-ripe stuff is found on the hay market.

Tenant houses on the farm ought to be better constructed. A good tenant will not live in a badly built log cabin. The cost of a tenant house on the farm is mostly labor, not requiring a large outlay of cash. Build good houses and thereby get more intelligent and more industrious tenants. The value of your farm will be increased accordingly.

Those who wash their butter should give it about three washings in salt water, which is better for the purpose than fresh water. Only the best salt should be used for this purpose, as should be for working into it afterward. If there is any doubt about its cleanliness put the salt in the water a little before it is needed, that the dirt may settle to the bottom, and then turn it off carefully, that the dirt may not go into the butter. If much dirt settles to the bottom the salt is not good enough to mix in the butter.

A fountain can rise no higher than its source. Congress, State legislatures and municipal councils are as good as the people made them. They are no better or worse. For what political corruption exists in the legislative bodies the people are largely responsible. If bribe takers are in office, the voters placed them there. If officials purchased elections, voters were the bribe-takers. The source of most political corruption is among the voters themselves. It is their own fault if they do not disinfect the spring and purify the stream.

HON. THOS E. WATSON'S SPEECH

DELIVERED AT DEGIVE'S OPERA HOUSE, ATLANTA, GEORGIA, MAY 19TH, 1894.

As Mr. Watson rose from his seat and advanced to the front of the stage, he was greeted by loud and prolonged applause. When it had subsided, he spoke as follows:

LADIES AND GENTLEMEN:—I thank you for the warmth of your welcome, and I am glad to believe that the time draws rapidly near when there is no considerable audience that can be collected in which there will not be many good friends of mine, and good friends of the cause I represent

Fellow-citizens, I congratulate you and my party upon the fact that angry passions of 1892 have subsided; that prejudice is dying away, and that throughout all the ranks of Georgia life, there is an inclination to exchange ideas; to listen to argument; to hear facts to the grand end that we may have better government. (Applause.)

I do not for one moment question your sincerity or your honesty. I sometimes find it very difficult to drum up much respect for your judgment. (Applause.) You ought not doubt our sincerity or our honesty, and the question as to whether you will admire our judgment, depends upon the candor with which you will listen, and the frankness with which you will enter into deliberation on the subject. Applause and cries of that's so.)

I have an abiding faith that if you are right I am going to go down; but that if I am right you are going to go down. (Applause.) And if you are right, I want to go down. (Continued applause.) If I am right, you ought to want to know it. If I am wrong, I want to know it; convince me of it, and I will shed these principles in a moment. (Applause and cries of "That's the way to talk.") I yield to no man in my love for the commonwealth. I yield to no man in my admiration for our institutions. I yield to no man in my pride of race; but I believe that no question can be settled unless we take God into it. (Applause.) I believe that no question can be permanently settled until it is settled right. (Applause and cries of "Good, good.") Build your house upon the sands and it is at the mercy of the storm. Build it upon the eternal rocks and it will be there when Gabriel blows his horn. (Great applause and cries of "Hurrah for Watson.")

The pathway of the reformer has never been a pathway of flowers. (Cries of "right.") Ever and always it has been a rock road; ever and always the crown of the reformer has been a crown of thorns; ever and always his feelings were outraged, his motives misconstrued; his life endangered, his peace disturbed; and nothing but the courage of right ever has maintained a reformer in making a battle against wrong. (Continued applause.)

I speak to night in the capitol city of my State; speaking to elegant, refined and educated ladies, speaking to elegant, cultivated gentlemen; speaking to representatives of the best blood, the best brain, the best character that the State of Georgia affords, and I call them to witness that the rights which they enjoy to night—civil liberty, religious liberty, political liberty, each of them have been sustained with the blood of the men who died to give them to us. (Applause.)

How many in this audience will remember the day when the poor man unable to pay his debt was treated as a criminal; was incarcerated between the four walls of a comfortless prison and this party having been adjudged a criminal on account of poverty, a crime there was no hope for him except to be left writhing within the prison walls until his life ended and he had paid the penalty of poverty with his life. How did that cease? Brave men said it was wrong; humane men said it was a shame; reformers, those who combat evil, those who take the battle axe of right and strike to day, and strike tomorrow, and strike always until the chains of wrong are broken, struck this evil until this imprisonment for debt was ended and poverty no longer made a crime.

It has not been so very long ago since it was a capital crime even to shoot "My Lord's birds." It was not long ago since it cost your life to shoot "the Duke's rabbits." It was not so long ago since it was a crime to go about soliciting for the hungry stomach by begging bread. It has not been so long ago since a man in prison might be tried by his peers and found not guilty and yet could not leave those prison walls until he had settled with the jailer for the food he had eaten and for the straw on which he slept and had moistened with his tears.

History tells us that many a poor prisoner lingered in the jails of England year after year—held for the jail fees—although they had been acquitted of the charges brought against them.

How were those evils stricken from our social, political and legal system? By the efforts of brave men who did just what you are gathered here to do—to erect the standards of right and to battle under them until the wrong goes down beneath your feet. (Applause loud and long)

Seen through the strained glasses of party hate, we have appeared to you to be wild men, with horns on our heads and hoofs on our feet; enemies to prosperity, enemies to private property; people who paid no attention to principle and vested rights. To night if my strength and patience should permit I intend that the city of Atlanta, so far as this audience can testify, shall hereafter hold us in higher respect because it understands us better. (Applause.)

What is our creed? What are our principles?

We believe in the coinage of the Constitution—the free and unlimited coinage of gold; the free and unlimited coinage of silver, and the supplementing of that volume of currency by the issuance of treasury notes whenever the necessity of business requires. That is the theory of Thomas Jefferson, who never did dream that his entire doctrine should be stamped under the feet of those who destroyed his ideas while they pretended to worship his memory. (Applause)

We believe that the making of money is a national, sovereign right. No citizen can make it, no corporation can make it, but that the government ought to make it and not farm out that privilege to any individual or any corporation. (Cries of "Right, right.")

We believe that the taxes should be placed where accumulated wealth will bear them, and that they should not be put upon a man's hat, a man's coat, a man's shoes. In other words, that the taxes should be laid upon accumulated wealth and not upon aggravated necessities; that the burden should be placed according to the ability of the citizen to pay; that a man ought to be taxed on what he has and not on what he needs. (Applause.)

We believe, with Thomas Jefferson, that the accumulation of property beyond reasonable limit is a danger to the citizen and to the State. The possession of one hundred million dollars never made a man happier, never made him a better husband, never made him a better father; it never made him a better citizen, and never made him a better Christian; but it makes him a danger to society. Accumulation of wealth should be discouraged by putting upon it what is called a graduated income tax, a progressive income tax—which means what? Start at any arbitrary limit you like. Say start at a net income of four thousand dollars per year and then as you go up make your tax heavier. Tax the man with the net income on one hundred thousand dollars heavier than you would tax the man with an income of ten thousand dollars; tax the man who has an income of a quarter of a million dollars more heavily than you would tax the man with an income of one hundred thousand dollars. When you get to a man like Rockefeller, who has an income of at least one million dollars a year, or that sweet citizen, Andrew Carnegie, or that model of the republic, George Gould, or the Astors, or the Vanderbilts—when you get to these men, with a net income of a million dollars a year, come down on them heavier, and try to save their souls as well as save the republic. (Loud and continued applause.)

Before discussing the currency question, I wish briefly to discuss what is called the wildest plank in our platform. I would like to have the respect of every honorable citizen in the State of Georgia. I would like to have the good will of every man whose good will can be purchased upon honorable grounds. But I say here and now that I sacrifice no principle to gain any votes or to gain any man's good will. (Applause and cheers.) They say that our railroad plank is wild and visionary; that to buy up all the railroads would bankrupt the country and the government ought not take possession of all the corporate railroad property.

Let us discuss this for a moment, and when we have put our minds to it fairly and squarely, you may go away from here thinking I am still wrong, but you will doubt it a little more than you ever did before. Facts are facts. Arguments are arguments, and the man who brings the strongest facts and the best arguments will, in the end, prevail. You may put us down to-day by triggering with the ballot-box. (Applause.) You may put us down to-morrow by keeping our views away from the people, but sooner or later the sunlight of truth is going to break through all these temporary obstructions, and the people are going to understand these questions, and when they do they are going to be Populists from the mountains to the sea. (Applause and cries of "That's right.")

You tell me this is new doctrine. I say to you, no. It is an old doctrine. New to you because you have been Rip Van Winkling a little too much. Was there ever a nation that didn't own its national highways? Was there ever a civilization, ancient or modern, that was not dedicated to the proposition that the highways must belong to the king; that the highways must belong to the people; that it was too dangerous to give them to any individual or any corporation. In the days when our ancestors established these institutions, the public highways belonged to the people. The iron highway had not then superseded the dirt highway, but to show you that the iron highway should belong to the government, let me call your attention to the fact that they said that navigable rivers, lakes and bays, seas and gulfs should never belong to private citizens, to corporations or even to the States. Tell me, my friendly Democratic editor—explain it to your people to morrow—why did George Washington, Benjamin Franklin, Lee and the balance of the great statesmen who framed the Constitution say that the Savannah river, the Chattahoochee river, the Missouri river, the Mississippi river should always belong to the people and never belong to a corporation? (Applause.) Crack that nut if you can. (Applause.) Put that in your editorial pipe and smoke it. (Great applause.)

Why did they say the Savannah river should never belong to anybody but the people? Because it was the people's highway. And yet in the evolution of commerce the Central Railroad is manifestly more important as the people's highway than the Savannah river could be. There is not a Democrat or Republican here who would vote to turn over the dirt roads of Fulton county to any corporation or any individual whomsoever. Why? It would interfere with the freedom of travel and commerce. Why won't the same argument apply to the iron highway? You say there is no way to get the railroads. I answer you, we can get the railroads back just as the railroads got from us the lands and the money with which to build—by the law of eminent domain they took the right of way. Under the law of eminent domain they have a right to pass through your fields, through your pastures, through your lots, through your cemeteries. They can condemn any piece of property whatsoever so they take it for the public good. What they take from the public the public can take back. The law for the one is law for the other. (Prolonged applause.) You ask me, how would I get them? Get them honestly and like a gentleman. I would steal no man's property and I want no man to steal mine unless he will steal my debts with it. (Applause.) Let us take these railroads under a fair system of assessments—under the law of eminent domain, and pay for them fairly and squarely either by the issuance of treasury notes in whole or in part or the issuance of bonds in whole or in part. That is a matter of detail. What I do say is, I do not advocate injustice to the rich man nor the poor man. I would despise myself if I made war merely upon the man that is rich. In the race of life you have the right to accumulate property if you can. It is not only your right, but your duty to do it. Your wife, your child is looking to you for protection and support, and I make no war upon the man who is doing it. It is only the man who by class laws, by special exemptions, that has got some advantage at the expense of his neighbor that I make war upon, and it is more upon the system than upon the person that I make the attack. How would it hurt the railroad companies for the government to take their property and pay them for it? How would it hurt the poor man to do it? Talk about the rich man. Some three or four years ago when I was a Congressman not only *de jure* but Congressman *de facto* I had the honor to make an argument over in the capitol where these grand patriots are incubating about your welfare now, and I advocated then as now that the nation should build and own its public highways; these highways over which our armies go in time of war; these highways over which our commerce goes in time of peace. I advocated it then and my views were combated by the Hon. Patrick Calhoun with great force and great ingenuity. The two arguments were presented. Mine had no effect; his had a great deal, and the result of it was that he and his co partners when they turned the Central Railroad loose, left one case where the millionaire sat down and wept with the widow and children.

The Wall street crowd cleaned out the whole gang. Without the slightest respect to persons, the rich man lost his thousands, in Central Railroad stock; the poor widow and orphans lost their hundreds; and the great Central Railroad—the pride of Georgia—built with Georgia courage, with Georgia labor, with Georgia capital, strengthened by exemptions which Georgia's legislature had given her, was left a hopeless wreck, in the hopeless sea of commerce and still remains there. You tell me that with the railroads once in politics you would never get them out. Where are they now? (Laughter and applause.) Tell me the railroads are not in politics. Where is the man that does not know they bribe legislatures? Where is the man that does not know they bribe Congress? Where is the man that does not know they bribe judges? Jay Gould gave the whole thing away when he said before a New York legislative committee, that he did take any interest in politics, that in a Republican district he was a Republican, in a Democratic district he was always a Democrat, and in doubtful districts he was doubtful, but always and everywhere he was for the Erie Railroad. Talk to me about the railroads not being in politics. How was it the Pacific Railroads got one hundred and twenty-five million acres of your land? One railroad, 125,000,000 acres. Enough to make two States like Georgia and to cram in around the edges two more like Rhode Island and Delaware. Yes, more than that. They gave them sixty million dollars in government bonds. They have paid for the railroads as interest on these bonds sixty-nine million dollars. Now the debt is something like one hundred and thirty million dollars, and the question of settlement comes before this administration.

Mr. Richard Olney, a railroad attorney and a member of the Cabinet of this lovely Democratic administration (applause and cries of "That's it,") proposes to lend that money again to those railroads at 2 per cent. interest for one hundred years. Would to God that we were all railroads and could settle our debts that way. (Laughter and applause)

You say the government can't run the railways; yet the government is running about three fifths of them to-night. The government is running some of the Georgia railways. The government is running the Atchison, Topeka & Santa Fe; the government is running the Pacific railways. But you say the government is not doing it well. I grant it, but the government could run them better if the Federal Judges and receivers who are running these railroads were not actually the paid agents of the corporations. (Applause and cries of "Give it to them.")

Who ever heard of a strike among postoffice employees. (Laughter and applause.) Who ever heard of the postoffice in Atlanta being run with a view to discriminate against the postoffice in Macon? Who ever heard of the postoffice being run in such a way as to destroy Mr. P. H Snook, in order that E. Van Winkle & Co. might scoop Mr. Snook. (Laughter and applause.) Who is it that does not see that if you put the railroad service right where the postoffice service is you will get exactly the same results.

No man's business will be destroyed in the interest of another because the motive to do so will be gone.

You take out the motive for the strike and the strike ceases. Take out the motive for discrimination and discrimination ceases. Who ever heard of a trust or combine, whether in oil or coal or sugar, that didn't depend on the railroads to carry it out? (Cries of "Now you are getting there," and laughter.) Put the railroads in the hands of the government and the bottom is knocked from under your trust. (Cries of "That's right.") You say that is all talk; the talk of a wild man. (Voice from the audience, "Wish we had more wild ones." (Laughter, applause and amens.") If there is a statesman who has the respect of the entire English speaking world—I may go further, has the respect of the entire civilized world, that man is William E Gladstone, of England. Upon his gray head has been placed the wreath of the world's praise and approval. Do you know he stood just where I stand upon this question? No, you don't, because your newspapers won't tell it to you. (Applause.) Mr. Gladstone when a member of Sir Robert Peel's Cabinet introduced a bill that the government should buy the English railways. That bill became a law and it is now the law, but it has never been acted upon because railroad influence has been enabled to do as much in England as it has been able to do in America—keep back the hands on the clock of civilization. Let us compare them: I will take the German Empire, the Austro Hungarian Empire, and then I will take the Indian Empire. Why, gentlemen, the German Empire is to day the mightiest civilized force, military, civil, educational, commercial, that this world ever saw. What have they got there?

The government owns the railways, and what is the result? In the United States the average fare per mile is more than two cents. In Germany just a fraction above one cent per mile. In Austro Hungary just a fraction above one cent a mile; in India just one-half cent per mile. In America they kill or wound one passenger out of every 181,000 carried. In Germany they carry fifteen hundred thousand before they kill or wound a single passenger. In Austro Hungary they carry 1,200,000 before they wound or kill a single one. In India they carry nearly three hundred thousand before they kill or wound a single one. In the United States, out of every 30 employees one is killed or wounded every year. In Germany one out of 138, in Austro-Hungary one out of every 227; in India one out of every 323.

I remember when this unworthy citizen was a member of Congress, and the bill was introduced to compel the railroads to protect the lives of the brakemen and of other employees by putting on automatic car couplers.

I recollect that previous to the election the House passed the bill without a dissenting voice; the Senate passed the bill with some amendments which made it more favorable to the railroads. Then came the election and a trusting country threw itself into the arms of the Democracy and the Senate bill came back to the House and it was almost impossible to find the Democrats who had voted for it. Stahlman was there. The lobby was there. The Louisville and Nashville with their paid agents were there. They took up their quarters in one of the committee rooms; they worked night and day; they appeared to work the bar-room for all it was worth. (Cries of shame.)

I remember a cold winter night when that question hung between life and death; when its enemies seemed to be defiant and sure of victory and its friends faint-hearted and discouraged, and I shall always be proud that whatever force of enthusiasm I have got in my nature I put on the side of arousing the friends of the bill, and we rallied our lines and whipped the railroads, lock, stock and barrel. (Applause.)

In Germany they save lives because they take care of their employees; not only that, in this country the railroads fight the unions. The corporations fight the labor societies and there is war all along the line. In Germany, that motive being taken out, the government encourages the societies, and those societies annually pay $3,500,000 to the helpless men, women and children engaged in the government railway service. But enough of that The subject grows a little, doesn't it? (Laughter and applause.) It don't look so wild after all, does it? (Laughter.) Who is there that does not know that under our present system one town is built up at the expense of another? Who is there that does not know that one business is destroyed in the interest of another? Who does not know that the big shipper enjoys advantages which the little shipper can't get? Who does not know that the policy of railroad management is to favor the big men and put the burden on the little ones; to compete in the big cities and to monopolize at the way station?

In Germany, when the Emperor travels he pays his way like a gentle-

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